



# ***Strategic Regional Arterial***

**ILLINOIS ROUTE 19**  
York Road to  
Cumberland Avenue



**OPERATION GREENLIGHT**

**Illinois Department of Transportation**

## **Executive Summary**

Since the early 1970's, development patterns have reflected a significant migration of people and employment from the City of Chicago to the surrounding suburbs. Though the region's population grew by only 4% during that period, the urbanized area increased by approximately 70%. The new development brought with it dramatically different travel patterns. While the principal transportation systems were designed to efficiently handle traditional suburb-to-city commuting patterns, significant growth occurred in suburb-to-suburb travel. These new travel demands overwhelmed the capacity of many of the region's expressways and arterial streets, causing traffic to spill over into adjacent neighborhoods as drivers sought to avoid congestion. Despite significant investments in transportation improvements over the last two decades, traffic congestion in the Chicago region has increased steadily.

Regional population and employment forecasts imply that even more difficult challenges lie ahead. NIPC has estimated that the region's population will increase as much as 24% between 1990 and 2020 which is four times the growth rate experienced between 1970 and 1990. Employment is expected to increase as much as 37% over the same period. Though growth will continue in the suburbs, significant infill growth is expected to occur in the City of Chicago and inner-ring suburbs as well. If the region's economic vitality and quality of life is to be preserved in the face of this expansion, significant improvements to transportation mobility must be achieved.

Transportation planning agencies have recognized that needed mobility improvements cannot be achieved solely through expansion of the region's expressway system. Thus, they are planning the creation of the Strategic Regional Arterial (SRA) system which is a comprehensive network of 1,340 miles of existing arterial highways in Northeastern Illinois. The SRA system is intended to supplement existing and proposed expressway facilities in accommodating long-distance, high volume automobile and commercial vehicle traffic. In order to meet the objectives of the SRA system, it will be necessary to transform the historic context of these arterial highways to one which emphasizes traffic mobility while still accommodating land access needs.

This report summarizes a planning study conducted for one of the routes on the SRA system: IL Route 19 which extends between York Road and Cumberland Avenue. The study developed a conceptual improvement plan which, when implemented, will significantly improve transportation mobility along the corridor. The study is considered a "pre-Phase I" study, since it may be a number of years before the SRA improvements can be realized. Before constructing these improvements, detailed Phase I engineering and environmental studies as well as Phase II design activities must still be completed. The concept plan is primarily intended to serve as a guide for land use and access

decisions that will be made along the route between now and when an SRA improvement could actually be constructed. It is hoped that the long-range SRA plan for this route will be used by local agencies in their land use planning activities. Only with the support of the communities through which IL Route 19 passes, can the ultimate improvement plan be realized.

The west end of this corridor would be significantly affected by the construction of the proposed O'Hare Bypass. The Bypass is envisioned to be a tollway facility that will ring the west side of O'Hare Airport, connecting I-90 near Elmhurst Road with I-294 near Grand Avenue. However, at the present time, no preferred alignment or proposed interchange locations have been chosen for the Bypass. As a result, improvements recommended within that segment of the IL Route 19 corridor will need to be coordinated with and modified based on proposed Bypass geometry.

The IL Route 19 SRA corridor was divided into five segments for the purposes of this study. Following is a summary of the major improvement recommendations within each segment.

**Segment 1: IL Route 19 - York Road to Hamilton Street**

- Widen IL Route 19 to provide two 11-foot travel lanes in each direction separated by an 11-foot painted median. Provide 5-foot sidewalk with a 5-foot parkway along both sides of IL Route 19.
- Acquire 9 feet of additional right-of-way along north side of IL Route 19.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

**Segment 2: IL Route 19 - Hamilton Street to Union Pacific Railroad**

- Widen IL Route 19 to provide three 12-foot travel lanes in each direction separated by a 30-foot barrier median. Provide a 5-foot sidewalk along both sides.
- Acquire up to 59 feet of additional right-of-way along the north side of IL Route 19 to provide a minimum of 142 feet of right-of-way.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate access to designated channelized intersections and restrict driveways to right-in/right-out.

**Segment 3: IL Route 19 - Union Pacific Railroad to I-294 Interchange**

- Widen IL Route 19 to provide three 12-foot travel lanes in each direction separated by a 26-foot barrier median from the Union Pacific Railroad overpass to just west of U.S. Route 12/45. From that point to the I-294 interchange, provide three 12-foot lanes in each direction separated by a 30-foot barrier median to accommodate the existing dual left turn lanes at U.S. Route 12/45.
- Acquire up to 23 feet of additional right-of-way along the north side of IL Route 19 between the Union Pacific Railroad and O'Hare Cargo Area Road/Taft Avenue.
- Provide shoulders along the outside edges with an open-ditch drainage system from the Union Pacific Railroad to just west of U.S. Route 12/45. Begin curb and gutter with

- enclosed drainage form that point through the I-294 interchange.
- Consolidate access to designated channelized intersections and restrict any future driveways to right-in/right-out.

**Segment 4: IL Route 19 - I-294 Interchange to Des Plaines River Road**

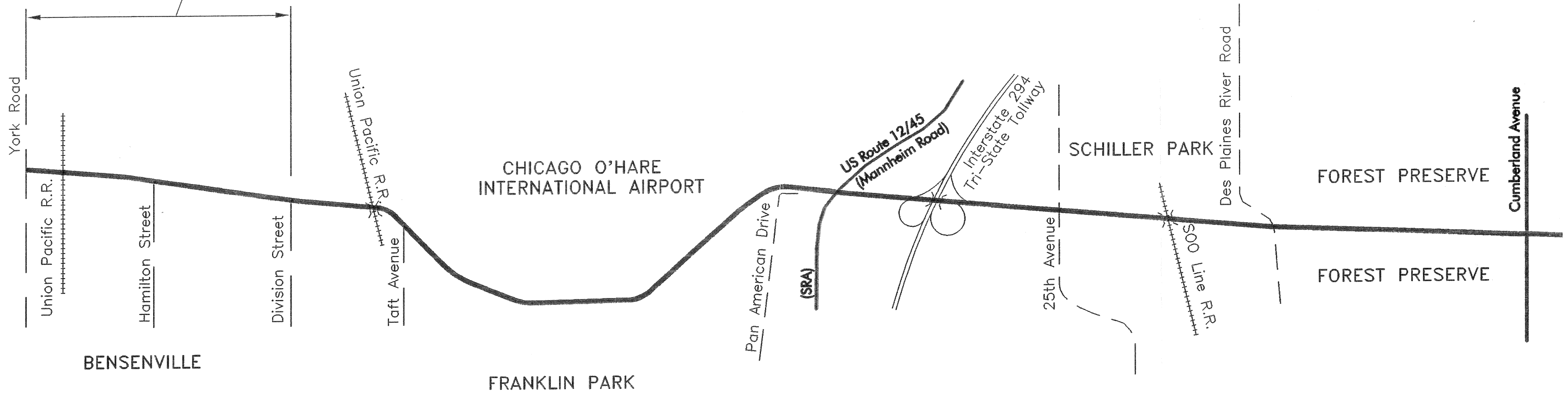
- From I-294 to 25th Avenue and from the Soo Line Railroad to Des Plaines River Road, widen IL Route 19 to provide two 11-foot travel lanes in each direction separated by a 10-foot flush center median/bi-directional left turn lane. A 5-foot sidewalk separated from the roadway by a 3-foot parkway will also be provided on each side.
- From 25th Avenue to the Soo Line Railroad, widen IL Route 19 to provide two 10-foot travel lanes in each direction with a 10-foot flush center median. A 6-foot sidewalk will be provided at the back of curb along both sides.
- Acquire 9 feet of additional right-of-way along the south side of IL Route 19 between I-294 and 25th Avenue and between the Soo Line Railroad and Old River Road. From Old River Road to Stalica Park, 9 feet of additional right-of-way will be acquired from the north side.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate driveways where feasible.

**Segment 5: IL Route 19 - Des Plaines River Road to Cumberland Avenue**

- Widen IL Route 19 to provide two 12-foot travel lanes in each direction separated by a 4-foot flush median except at the Forest Preserve entrances where two 11-foot through lanes in each direction separated by an 11-foot left turn lane will be provided.
- Provide a pedestrian path within Forest Preserve property.
- Provide curb and gutter with an enclosed drainage system.
- Consolidate the two separate entrances into Schiller Park Woods Preserve on the north side of IL Route 19.



SRA Geometry to be coordinated  
with O'Hare Bypass Design.



## LEGEND

- SRA ROUTE
- OTHER CROSSING ROUTES
- OTHER SRA ROUTES